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Earnings Release

1Q26

EARNINGS CONFERENCE CALL

Thursday, May 14, 2026 – 11 am (Brasília time) – in Portuguese (with simultaneous interpretation into English) and with Brazilian sign language interpreting

The conference call will take place on Zoom Webinar at:

<https://us02web.zoom.us/j/84757520251?pwd=eEF2dzkySytGRjRtOHRzSFFoNjhUdz09>

Zoom ID: 855896

*The audio presentation will be available on May 14, 2026 on the Company's Investor Relations website: <https://ri.loginlogistica.com.br/>

Marcus Voloch

Chief Executive Officer

Pascoal Cunha Gomes

Financial and Investor Relations Vice President

IR Contact

Sandra Calcado

Bruna Matos

+55 21 21116762 - ri@loginlogistica.com.br

<https://ri.loginlogistica.com.br/>

1Q26 HIGHLIGHTS

Coastal Shipping and Integrated Solutions

- Highest cabotage volume for a first quarter;
- Highest level of compliance to Coastal Shipping schedule of services, 98% in the quarter.

Port Terminal (TVV)

- Customs clearance for TVV to operate the sub back area¹;
- TVV's highest NOR for a first quarter: R\$ 106.6 million;
- TVV's highest EBITDA for a first quarter: R\$ 47.6 million.

Road Cargo Transportation

- Increased volume of road-cabotage, strengthening the synergy between Tecmar and Log-In's Coastal Shipping.

ESG

- *Empresa Amiga da Criança* seal awarded by Fundação ABRINQ, in recognition of TVV's CAB actions (CAB = Comunidade a Bordo program);
- Completion of Log-In's Greenhouse Gas Inventory for the year 2025;
- Design and development of the Solid Waste Management Program at Tecmar;
- ISO 9001 and 14001 recertification at TVV and Tecmar Norte.

¹ Event following 1Q26.

Financial and Operational Summary ¹

Economic and Financial Data R\$ Million	1Q26	1Q25	1Q26 vs. 1Q25
Consolidated			
Net Operating Revenue	680.1	683.8	-0.5%
Adjusted EBITDA ²	106.6	153.1	-30.4%
<i>Adjusted EBITDA Margin</i>	15.7%	22.4%	-6.7 p.p.
Coastal Shipping			
Net Operating Revenue	445.4	473.3	-5.9%
Adjusted EBITDA ²	66.9	113.1	-40.9%
<i>Adjusted EBITDA Margin</i>	15.0%	23.9%	-8.9 p.p.
TVV			
Net Operating Revenue	106.6	88.1	21.0%
Adjusted EBITDA ²	47.6	36.8	29.2%
<i>Adjusted EBITDA Margin</i>	44.6%	41.8%	2.8 p.p.
Road Cargo Transportation			
Net Operating Revenue	128.1	122.4	4.7%
Adjusted EBITDA ²	2.7	(0.5)	n.a.
<i>Adjusted EBITDA Margin</i>	2.1%	-0.4%	2.5 p.p.
Operational Data	1Q26	1Q25	1Q26 vs. 1Q25
Coastal Shipping - Total Containers ('000 TEU)	184.7	194.1	-4.8%
TVV - Containers Handling ('000)	43.0	50.5	-15.0%
TVV - General Cargo Handling ('000 Tons)	241.5	102.6	135.4%
Fleet - Nominal Capacity (TEU)*	24,366	24,366	0.0%

* Capacity of the fleet in operation by the end of the period covered by this report.

¹ EBITDA calculation considers earnings before income tax, social contribution, financial result and amortization expenses. The calculation of Adjusted EBITDA represents the EBITDA result and disregards only the non-recurring events related to "AFRMM". It is worth pointing out that - as a market practice - adjusted EBITDA is not audited by independent auditors, since it is a non-GAAP metric and every company can calculate this indicator according to their own criteria.

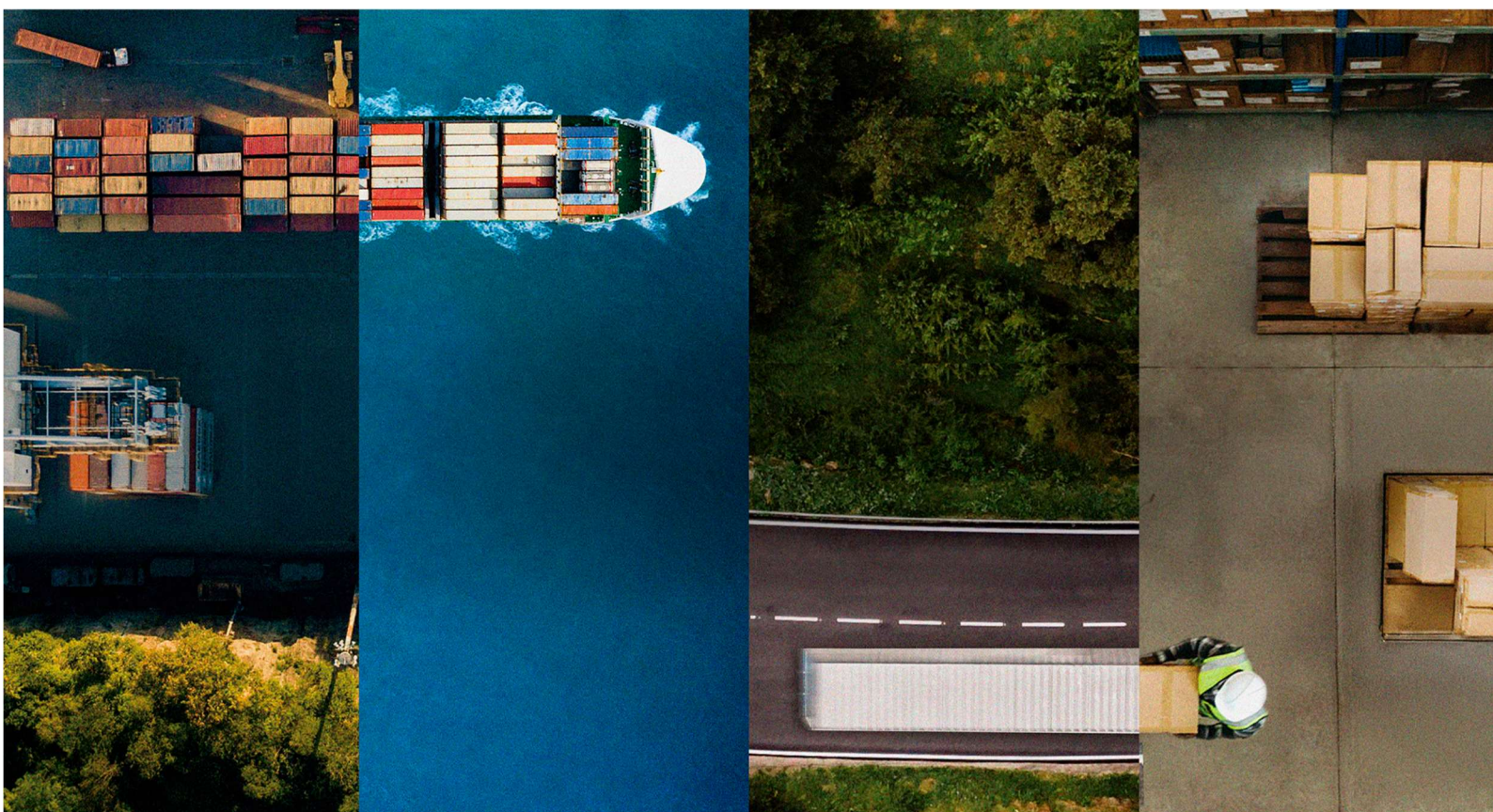
² Adjusted EBITDA is composed of EBITDA plus cut-off effects, in accordance with CPC 47, as well as non-recurring adjustments, as shown in the reconciliations presented in the Exhibits of this Earnings Release. Following industry practice, Adjusted EBITDA (a non-GAAP metric) is not audited by independent auditors.

³ Starting in 1Q26, Coastal Shipping numbers now include the results of the Integrated Solutions business. For comparability purposes, 1Q25 data display was adjusted.

Consolidated Result

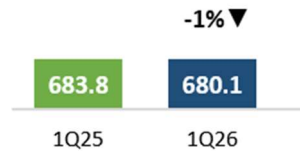
Consolidated Result R\$ Million	1Q26	1Q25	1Q26 vs. 1Q25
Net Operating Revenue	680.1	683.8	-0.5%
Costs	(562.1)	(504.6)	11.4%
Expenses	(47.3)	(35.3)	34.0%
AFRMM	16.6	19.2	-13.5%
EBITDA	87.5	163.1	-46.4%
Adjusted EBITDA ¹	106.6	153.1	-30.4%
Depreciation and Amortization	(76.7)	(71.9)	6.8%
EBIT	10.7	91.3	-88.3%
Financial Result	(22.4)	(35.3)	-36.6%
Financial Income	18.6	8.4	121.8%
Financial Expenses	(67.2)	(62.4)	7.7%
Exchange Variations	26.3	18.8	39.9%
EBT	(11.7)	56.0	n.a.
Income Tax and Social Contribution	(26.2)	(29.4)	-11.0%
Profit (Loss)	(37.9)	26.5	n.a.

¹ Adjusted EBITDA is composed of EBITDA plus cut-off effects, in accordance with CPC 47, as well as non-recurring adjustments, as shown in the reconciliations presented in the Exhibits of this Earnings Release. Following industry practice, Adjusted EBITDA (a non-GAAP metric) is not audited by independent auditors.



Net Operating Revenue

Consolidated Net Operating Revenue
(NOR) (R\$ Million)

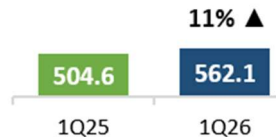


1Q26 x 1Q25

Consolidated NOR remained stable compared to 1Q25, reflecting mixed performance across the different business units. TVV posted a significant 21% growth, driven by higher general cargo volumes and the resumption of its operating capacity, which had a positive impact on revenue from warehousing and ancillary services. Road Cargo Transportation also improved by 4.7%, supported mainly by the expansion of Tecmar Norte's warehousing operations, with a focus on imported cargo. These effects were partially offset by a 5.9% reduction in Coastal Shipping's NOR, primarily in the Feeder trade, on account of lower demand and depreciation of the U.S. dollar, to which this revenue is pegged.

Costs

(R\$ Million)



1Q26 x 1Q25

Costs recorded an increase year-over-year, driven primarily by a 14.4% cost increase in Coastal Shipping services, resulting from higher volumes handled in the Cabotage and Mercosur trades, which lead directly to rising variable costs. This effect reflects, above all, greater container handling and the ramp-up of short-distance intermodal operations. As for TVV, costs rose 16.0%, driven by higher volumes of general cargo handled during the quarter.

Expenses

1Q26 x 1Q25

Expenses increased by R\$12 million primarily reflecting lower reversal of contingencies provisioned at the time of Tecmar acquisition, thus reducing the positive impact on operating expenses by R\$ 9.0 million.

EBITDA

	EBITDA R\$ Million	1Q26	1Q25	1Q26 vs. 1Q25
EBITDA		87.5	163.1	-46.4%
EBITDA Margin		12.9%	23.9%	-11.0 p.p.
Adjusted EBITDA ¹		106.6	153.1	-30.4%
Adjusted EBITDA Margin		15.7%	22.4%	-6.7 p.p.

¹ Adjusted EBITDA is composed of EBITDA plus cut-off effects, in accordance with CPC 47, as well as non-recurring adjustments, as shown in the reconciliations presented in the Exhibits of this Earnings Release. Following industry practice, Adjusted EBITDA (a non-GAAP metric) is not audited by independent auditors.

1Q26 x 1Q25

Adjusted EBITDA and adjusted EBITDA margin declined year-over-year, primarily due to the performance of the Feeder trade (as a result of the discontinuation of the SSN service in April 2025) and due to pressure on unit revenue in the Coastal Shipping business, partially offset by the operational recovery of TVV.

Profit (Loss) for the Period

Income Statement R\$ Million	1Q26	1Q25	1Q26 vs. 1Q25
Net Revenue	680.1	683.8	-0.5%
Costs of Services Provided	(634.0)	(572.4)	10.8%
Costs	(562.1)	(504.6)	11.4%
Depreciation and Amortization	(71.9)	(67.7)	6.2%
Gross Profit	46.1	111.4	-58.6%
Net Operational Expenses	(35.4)	(20.2)	75.8%
Sales and Administrative	(40.2)	(38.9)	3.2%
Other	(7.1)	3.7	n.a.
AFRMM	16.6	19.2	-13.5%
Depreciation and Amortization	(4.8)	(4.1)	16.5%
Net Income	10.7	91.3	-88.3%
Financial Result	(22.4)	(35.3)	-36.6%
Financial Income	18.6	8.4	121.8%
Financial Expenses	(67.2)	(62.4)	7.7%
Exchange Variations	26.3	18.8	39.9%
Profit before Income Tax and Social Contribution	(11.7)	56.0	n.a.
Income Tax and Social Contribution	(26.2)	(29.4)	-11.0%
Net Income (Loss)	(37.9)	26.5	n.a.

1Q26 x 1Q25

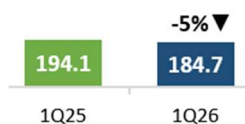
The net loss reported in the period is, above all, attributable to a decrease in gross profit, caused mainly by higher variable costs in the Coastal Shipping business, and to a decrease in operating profit, due to higher operating expenses resulting from a reduction in the reversal of provisions, as explained earlier. This impact was partially offset by an improvement in the Company's Financial Result, given the recognition of deferred tax assets/tax credits due, adjusted by the Selic interest rate, and by the lower charge of income tax and social contribution during the period.

Coastal Shipping and Integrated Solutions

In 1Q26, Coastal Shipping reported growth in Cabotage and Mercosur volumes, boosted by the reorganization of its operational network following recent adjustments. The Company reallocated capacity to strategic routes, expanding supply in maritime corridors with higher demand, thus contributing to the recovery of volumes during the quarter. The period was marked by stable operations, with high levels of service and operational consistency.

Volumes

■ Container Handling Volume ¹ (thousand TEUs)



There was a slight decline in volume in 1Q26, primarily due to a drop in feeder volumes following the discontinuation of the Navegantes Shuttle Service (SSN) in April 2025. This impact was partially offset by growth in Cabotage, which recorded its highest-ever first-quarter volume, driven by an expanded customer base, improved levels of service, and capacity expansion on strategic routes; and by increased volumes in the Mercosur trade, benefiting from stronger exports from Argentina and a base of comparison affected by weather events in 1Q25.

¹ Total number of containers transported on regular cabotage services and regional routes, as well as supplementary operations (Feeder trade). Volumes handled can be divided into the following categories: Cabotage (between Brazilian ports), Mercosur (between Brazil and other Mercosur countries) and Feeder (final trip of long-haul cargo between ports called by Log-In).

Coastal Shipping – EBITDA

Coastal Shipping EBITDA R\$ MM	1Q26	1Q25	1Q26 vs. 1Q25
Net Operating Revenues	445.4	473.3	-5.9%
Costs	(383.5)	(335.1)	14.4%
Expenses	(26.3)	(28.1)	-6.4%
AFRMM	16.6	19.2	-13.5%
Depreciation and amortization	(43.6)	(43.8)	-0.5%
EBIT	8.6	85.4	-89.9%
<i>EBIT Margin</i>	<i>1.9%</i>	<i>18.1%</i>	<i>-16.1 p.p.</i>
(+) Depreciation and amortization	43.6	43.8	-0.5%
EBITDA	52.2	129.2	-59.6%
<i>EBITDA Margin</i>	<i>11.7%</i>	<i>27.3%</i>	<i>-15.6 p.p.</i>
Non-recurring AFRMM	0.0	0.0	n.a.
Cut off	14.7	(16.1)	n.a.
Adjusted EBITDA ¹	66.9	113.1	-40.9%
<i>Adjusted EBITDA Margin</i>	<i>15.0%</i>	<i>23.9%</i>	<i>-8.9 p.p.</i>

¹ Starting in 1Q26, Coastal Shipping numbers (cabotage, Mercosur and Feeder) now include the results of the Integrated Solutions business. For comparability purposes, 1Q25 data display was adjusted.

² Adjusted EBITDA in 1Q26 is composed of EBITDA plus cut-off in the amount of R\$ 14.7 million. According to CPC 47, the cut-off is an accounting adjustment due to the accounting of only the portion of the service rendered, cancelling the effect of the portion of the service not yet concluded in the period, and which, in turn, had its transport document recorded by the total amount at the beginning of service provision.

■ **Net Operating Revenue (NOR)**

NOR declined in 1Q26, primarily reflecting lower revenue from Feeder operations due to lower volumes following the discontinuation of the Navegantes Shuttle Service (SSN) in April 2025 – which had been created in response to a one-off demand identified by the market – as well as the impact of the appreciation of the Brazilian currency (BRL) on revenue pegged to the U.S. dollar. This effect was not fully offset by the improved performance of Cabotage, which recorded its highest revenue for a first quarter, driven by increased volume, nor from Integrated Solutions, starting in 1Q26.

■ **Costs**

Costs increased in 1Q26, reflecting mainly the growth in operating volume and the higher share of variable costs associated with increased container handling in the Cabotage and Mercosur trades. These trades lead directly to rising variable costs. The expansion of intermodal operations, supporting the growth of door-to-door cabotage services, also increased costs without compromising the Company's level of service. There was also an impact from a moderate increase in fixed costs, mainly due to adjustments in recurring expenses over the past few quarters. These effects were partially offset by operating efficiency gains and lower fuel costs, mitigating pressure on total costs for the period.

■ **Coastal Shipping EBITDA**

The decline in adjusted EBITDA and adjusted EBITDA margin was primarily driven by the Feeder trade, due to operational adjustments made in 2025 and the reduction in revenue associated with lower volumes and the depreciation of the U.S. dollar. Despite the highest volume ever recorded for a first quarter, cabotage faced a competitive environment during the first quarter, which partially weighed on the business unit revenues. Additionally, the increase in volume raised the share of variable costs in the operation. This was partially offset by efficiency gains and lower fuel costs.

Vila Velha Terminal (TVV)

The first quarter of 2026 was marked by the restoration of TVV's operational capacity, enabling the terminal to become more competitive in the regional market. General cargo handling posted growth, with improved mix and higher capacity utilization, positively impacting revenue from warehousing and ancillary services. In contrast, container handling reflected an environment that remains challenging, influenced by economic and geopolitical uncertainties.

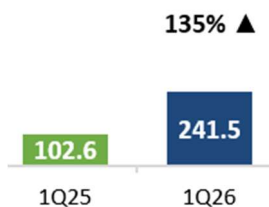
TVV Volumes

■ Container Handling (thousand boxes)



Container throughput declined in 1Q26, with handling primarily concentrated on empty containers, due to normalized logistics flows following atypical repositioning activities in 2025, which reduced the need for container repositioning during the period. Full container handling also declined, albeit more moderately, reflecting lower export demand in some segments and a more challenging geopolitical environment during the quarter.

■ General Cargo Handling (thousand Tons)



General cargo volume grew in 1Q26, with significant contribution from segments related to the harvest season and increased utilization of the terminal's capacity. This performance also reflected a return of customer confidence following the restoration of TVV's operational capacity. An additional contribution came from non-recurring operations during the period, with no structural changes to the terminal's commercial strategy.

TVV - EBITDA

TVV EBITDA R\$ MM	1Q26	1Q25	1Q26 vs. 1Q25
Net Operating Revenues	106.6	88.1	21.0%
Costs	(57.4)	(49.5)	16.0%
Expenses	(1.6)	(1.8)	-7.3%
Depreciation and amortization	(12.4)	(8.0)	55.8%
EBIT	35.2	28.9	21.8%
<i>EBIT Margin</i>	<i>33.0%</i>	<i>32.8%</i>	<i>0.2 p.p.</i>
(+) Depreciation and amortization	12.4	8.0	55.8%
EBITDA	47.6	36.8	29.2%
<i>EBITDA Margin</i>	<i>44.6%</i>	<i>41.8%</i>	<i>2.8 p.p.</i>

■ **Net Operating Revenue (NOR)**

TVV posted its highest NOR for a first quarter, benefitting from higher volumes of general cargo handled, particularly bulk cargo. In addition, the resumption of the terminal's operational capacity had a positive impact on revenue from warehousing and ancillary services.

■ **Costs**

Higher loading, unloading, and personnel costs are linked to the increase in general cargo volume, as mentioned earlier.

■ **TVV EBITDA**

EBITDA and EBITDA margin increased, with EBITDA reaching an all-time high for a first quarter. This result was boosted primarily by growth in general cargo revenue and a more profitable cargo mix. The quarter's results demonstrate the recovery of TVV's operational capacity compared to previous quarters.

Road Cargo Transportation

1Q26 was marked by the continued turnaround process at Tecmar, with a focus on business diversification. This plan has been yielding positive results, as evidenced by improved levels of service. The restructuring plan for the less-than-truckload (LTL) business – Tecmar’s expertise – delivered positive results during the quarter, with improvement in cargo mix and higher profitability. Operational integration among the business units continued to advance, with significant growth in the volume of intermodal operations and strengthened commercial and operational synergies compared to 1Q25. In 1Q26, Tecmar Norte (formerly Oliva Pinto) increased its container storage capacity with the start of operations at its new facility.

Road Cargo – EBITDA

Road Cargo EBITDA R\$ MM	1Q26	1Q25	1Q26 vs. 1Q25
Net Operating Revenues	128.1	122.4	4.7%
Costs	(110.3)	(108.5)	1.6%
Expenses	(19.7)	(20.5)	-3.7%
Depreciation and amortization	(9.9)	(9.6)	3.2%
Surplus value ¹	(2.4)	(2.4)	0.0%
EBIT	(14.2)	(18.7)	-24.0%
<i>EBIT Margin</i>	<i>-11.1%</i>	<i>-15.2%</i>	<i>4.2 p.p.</i>
(+) Depreciation and amortization	9.9	9.6	3.2%
(+) Surplus value ¹	2.4	2.4	0.0%
EBITDA	(1.8)	(6.6)	n.a.
<i>EBITDA Margin</i>	<i>-1.4%</i>	<i>-5.4%</i>	<i>4.0 p.p.</i>
<i>Cut off</i>	2.9	2.1	39.4%
<i>Non recurring Events Adjustments</i>	(2.4)	0.0	n.a.
<i>Acquisition Review - Oliva Pinto</i>	4.0	4.0	0.0%
Adjusted EBITDA ²	2.7	(0.5)	n.a.
<i>Adjusted EBITDA Margin</i>	<i>2.1%</i>	<i>-0.4%</i>	<i>2.5 p.p.</i>

¹ Goodwill/negative goodwill is the difference between the value paid for identifiable assets when the company was acquired, compared to the current market value of these assets.

² Adjusted EBITDA is composed of EBITDA plus cut-off effects, in accordance with CPC 47, as well as non-recurring adjustments, as shown in the reconciliations presented in the Exhibits of this Earnings Release.

■ Net Operating Revenue (NOR)

Net Operating Revenue of the Road Cargo Transportation business increased by 4.7%, mainly fueled by revenue from Tecmar Norte, which focuses on warehousing services in the northern region of the country.

■ Costs

In 1Q26, Tecmar’s costs remained in line with the comparable period, reflecting improvements in cost management processes under the turnaround plan. Fuel costs have risen in response to the current geopolitical landscape.

■ Road Cargo Transportation EBITDA

1Q26 adjusted EBITDA improved during the period. This recovery is primarily attributable to Tecmar Norte’s positive results and a slight upturn in the less-than-truckload business (LTL), driven by ongoing efforts to improve the cargo mix and profitability, despite a decline in the volume of this type of cargo.

Investments and Debt Investments (CAPEX)

	CAPEX R\$ MM	1Q26	1Q25
Capital Investments		1.7	0.0
Current Investments		32.2	16.1
Total		34.0	16.1

1Q26 x 1Q25

In 1Q26, current investments focused on asset maintenance and availability, as well as initiatives related to efficiency and technology. In the same quarter last year, investments in IT systems and projects stood out, along with items related to business continuity.

Debt and Leverage in the Last 12 Months (LTM)

Debt R\$ MM	03/31/25	06/30/25	09/30/25	12/31/25	03/31/2026
Gross Debt ¹	1,556.9	1,569.2	1,568.0	1,558.3	1,538.9
Cash	367.5	328.1	301.7	339.5	271.4
Net Debt	1,189.4	1,241.1	1,266.2	1,218.8	1,267.5
EBITDA LTM	654.9	685.3	687.0	825.2	749.6
Net Debt/EBITDA LTM	1.8 x	1.8 x	1.8 x	1.5 x	1.7 x

¹ (0) Gross debt does not consider forfait, Tecmar's guaranteed account, cost of debentures and cost of commercial notes.

On March 31st, 2026, the Company had a net debt of R\$ 1,267.5 million and gross debt of R\$ 1,538.9 million, with debt being predominantly long-term, and with an average cost in line with the indexation profile and prevailing market conditions during the period. Leverage ratio (Net Debt/EBITDA ratio LTM) stood at 1.7x and reinforces the Company's financial health and discipline in capital management.

Subsequent Events

■ **Related party transactions: Alienation of the vessel Log-In Pantanal**

On April 29, 2026, Log-In informed the market of the following related-party transactions, which took place on April 27, 2026: alienation of the vessel Log-In Pantanal to Evolene Oceanway Limited, a subsidiary of MSC Mediterranean Shipping Company S.A., which controls SAS Shipping Agencies Services Sàrl, the Company's direct controlling shareholder. The transaction ensures the Company's continued ownership and operational use of the vessel. The charter agreement ensures that the Company will retain possession and use of the vessel, without interruption of the services provided.

■ **Customs clearance for the TVV's Penedo area**

On April 30, 2026, following up on a Material Fact disclosed on February 24, 2025, Log-In informed the market that the Federal Revenue Service's approval of customs clearance for the new area of its subsidiary TVV had been published in the Brazilian Federal Register. The new area, referred to as Penedo back area, covers approximately 70,000 m², corresponding to 60% of TVV's total area. Operation of the Penedo back area will commence in May to meet the growing market demand for the import and export of cargo, including containers, granite, steel products, and fertilizers.

Exhibit I – Consolidated EBITDA Composition

Composition of EBITDA R\$ MM	1Q26	1Q25	1Q26 vs. 1Q25
Coastal Shipping	52.2	129.2	-59.6%
Vila Velha Terminal (TVV)	47.6	36.8	29.2%
Road Cargo Transportation	(1.8)	(6.6)	-72.6%
G&A and Other Expenses ¹	(10.5)	3.6	-390.4%
EBITDA	87.5	163.1	-46.4%
Cut off ²	17.6	(14.0)	n.a.
Non recurring Events Adjustments ³	(2.4)	0.0	n.a.
Acquisition Review - Oliva Pinto ⁴	4.0	4.0	0.0%
Adjusted EBITDA	106.6	153.1	-30.4%

¹ **G&A and Other Expenses - amounts not allocated to the businesses:** General and Administrative Expenses of the group.

² **Cut off:** according to CPC 47, the cut-off is an accounting adjustment due to the accounting of only the portion of the service rendered, cancelling the effect of the portion of the service not yet concluded in the period, and which, in turn, had its transport document recorded by the total amount at the beginning of service provision. In this quarter, a deferral of R\$ 17.6 million was recognized, of which R\$ 14.7 million to Coastal Shipping and R\$ 2.9 million to Road Cargo Transportation.

³ **Adjustments for Non-Recurring Events:** Adjustments for non-recurring effects amounted to -R\$ 2.4 million in Road Cargo Transportation due to non-operational revenues at Tecmar.

⁴ **Acquisition Review - Oliva Pinto:** Accounting recognition of non-receivables in Oliva Pinto related to expenses between former related parties, R\$4.0 million in 1Q26.

Exhibit II – Reconciliation of Profit (Loss) with EBITDA

EBITDA Reconciliation R\$ MM	1Q26	1Q25
Profit (Loss)	(37.9)	26.5
Income Taxes	26.2	29.4
Net Financial Result	22.4	35.3
Depreciation and Amortization	76.7	71.9
EBITDA	87.5	163.1
Non recurring Events Adjustments ¹	(2.4)	0.0
Cut off ²	17.6	(14.0)
Acquisition Review - Oliva Pinto ³	4.0	4.0
Adjusted EBITDA	106.6	153.1

¹ **Adjustments for Non-Recurring Events:** Adjustments for non-recurring effects amounted to -R\$ 2.4 million in Road Cargo Transportation due to non-operational revenues at Tecmar.

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³ **Acquisition Review - Oliva Pinto:** Accounting recognition of non-receivables in Oliva Pinto related to expenses between former related parties, R\$4.0 million in 1Q26.

Exhibit III – Consolidated Cash Flow

Statement of Cash Flows R\$ MM	03/31/26	03/31/25
Profit (loss) for the period	(37.9)	26.5
Adjustments for:		
Income, equity method	-	-
Depreciation and amortization	76.7	71.7
Income tax and social contribution	26.2	29.4
Provision (reversal) for risks and monetary restatement	(23.0)	(25.8)
Recognition (reversal) of expected credit losses	0.2	(0.4)
Operating provisions	(7.0)	11.1
Expense on stock option plan	0.0	0.0
Interest, charges and exchange variation, net	35.3	69.5
Funds from subsidy - AFRMM invested	(16.6)	(19.2)
Income on financial applications	(8.4)	(8.0)
Provision of participation in profit or loss	9.6	9.9
Recoverable claims	(1.0)	(0.3)
Goodwill and negative goodwill in the acquisition of a new business	1.2	1.4
Other	2.3	6.9
Changes in assets and liabilities		
Trade and related party accounts receivable	48.3	6.4
Inventories	1.1	(1.0)
Recoverable taxes	2.3	(14.1)
Merchant Marine Fund (AFRMM)	7.8	1.8
Other Assets	(36.7)	(6.9)
Escrow deposits	(0.1)	(0.8)
Payroll and social charges	6.3	(7.6)
Taxes and contributions payable	(24.9)	(2.4)
Suppliers and amount payable to related parties	36.4	199.3
Contingencies payments	(0.8)	(1.0)
Other liabilities	12.9	10.7
Income tax and social contribution paid	(12.1)	(13.0)
Cash flows from operating activities	98.1	344.1
Acquisition of equity interest	(7.2)	(3.7)
Additions to fixed assets and intangibles	(27.6)	(10.7)
Financial investments and redemptions net	(3.3)	(4.4)
Cash flows from investement activities	(38.1)	(18.8)
Cash flows from financing activities	(139.7)	(299.1)
Increase (reduction) in cash and equivalents	(79.7)	26.2
Cash and equivalents at beginning of period	300.1	289.8
Cash and equivalents at end of period	220.4	316.0

Exhibit IV – Consolidated Balance Sheet (R\$ million)

ASSETS			LIABILITIES		
	03/31/26	03/31/25		03/31/26	03/31/25
CURRENT ASSETS			CURRENT LIABILITIES		
Cash and cash equivalents	220.4	316.0	Financings and Debentures	289.7	343.3
Financial Applications	18.6	19.0	Lease Obligations	102.2	95.0
Accounts Receivable	416.1	324.1	Suppliers and Operating Provisions	278.4	245.8
Related party	37.3	69.4	Related parts	33.5	9.8
Inventories	71.7	72.1	Tax Liabilities	66.9	94.5
Recoverable Taxes	271.2	99.5	Payroll and Related Charges	100.0	76.1
AFRMM	49.2	37.9	Acquisition of equity interest	31.9	38.5
Recoverable claims	5.2	2.7	Others	24.7	25.6
Others	140.7	93.6		927.3	928.8
	1,230.3	1,034.4			
NON-CURRENT ASSETS			NON-CURRENT LIABILITIES		
Financial Applications	32.4	32.4	Financings and Debentures	1,347.8	1,334.7
Accounts Receivable	68.5	68.5	Acquisition of equity interest	79.4	97.1
Deferred Income Taxes	339.9	519.8	Leasing Obligations	241.2	274.0
Recoverable Taxes	-	-	Provision for Risks	63.7	231.1
Escrow Deposits	21.9	30.1	Deferred Income Taxes	100.4	62.4
Indemnified asset	209.2	215.2	Operating Provisions	-	-
AFRMM	53.5	123.0	Others	3.6	3.8
Right of Use - Leasing	354.9	347.2		1,836.2	2,003.1
Others	0.4	2.7			
	1,080.6	1,338.9	SHAREHOLDER'S EQUITY		
Investments			Capital Stock	1,324.2	1,324.2
Fixed Assests	1,387.2	1,455.9	Capital Reserves	38.4	38.4
Intangible	115.7	114.5	Treasury Shares	(50.9)	(50.9)
	1,502.9	1,570.5	Cumulative Results & Translation Adjustments	(261.4)	(290.5)
	2,583.5	2,909.4	Hedge reserve	9.9	(0.2)
			Cumulative conversion adjustments	(10.1)	(9.2)
				1,050.0	1,011.7
			Non-controlling Shareholders Interest	0.2	0.2
TOTAL ASSETS	3,813.7	3,943.8	TOTAL LIABILITIES	3,813.7	3,943.8



Exhibit V – Reconciliation of 1Q26 EBITDA

Economic and Financial Data R\$ MM	1Q26	1Q25	1Q26 vs. 1Q25
Consolidated			
Net Operating Revenue	680.1	683.8	-0.5%
EBITDA	87.5	163.1	-46.4%
<i>Cut off</i>	17.6	(14.0)	n.a.
Non recurring Events Adjustments	(2.4)	0.0	n.a.
Adjusted EBITDA ¹	106.6	153.1	-30.4%
<i>Adjusted EBITDA Margin</i>	15.7%	22.4%	-6.7 p.p.
Coastal Shipping			
Net Operating Revenue	445.4	473.3	-5.9%
EBITDA	52.2	129.2	-59.6%
<i>Cut off</i>	14.7	(16.1)	n.a.
Adjusted EBITDA ¹	66.9	113.1	-40.9%
<i>Adjusted EBITDA Margin</i>	15.0%	23.9%	-8.9 p.p.
TVV			
Net Operating Revenue	106.6	88.1	21.0%
EBITDA	47.6	36.8	29.2%
<i>Adjusted EBITDA Margin</i>	44.6%	41.8%	2.8 p.p.
Road Cargo Transportation			
Net Operating Revenue	128.1	122.4	4.7%
EBITDA	(1.8)	(6.6)	-72.6%
<i>Cut off</i>	2.9	2.1	39.4%
Non recurring Events Adjustments	(2.4)	0.0	n.a.
Acquisition Review - Oliva Pinto	4.0	4.0	0.0%
Adjusted EBITDA ¹	2.7	(0.5)	n.a.
<i>Adjusted EBITDA Margin</i>	2.1%	-0.4%	2.5 p.p.

¹ Adjusted EBITDA in 1Q26 is composed of EBITDA plus cut-off in the amount of R\$ 17.6 million, of which R\$ 14.7 million in Coastal Shipping and R\$ 2.9 million in Road Cargo Transportation. According to CPC 47, the cut-off is an accounting adjustment due to the accounting of only the portion of the service rendered, cancelling the effect of the portion of the service not yet concluded in the period, and which, in turn, had its transport document recorded by the total amount at the beginning of service provision. Adjustments for non-recurring effects due to the acquisition review – Oliva Pinto, an accounting recognition of non-receivables in Oliva Pinto related to expenses between former related parties, R\$4.0 million in 1Q26, added to the - R\$ 2.4 million of non-operational revenues.

Statements contained in this report concerning business prospects, projections of operating and financial results and references to Log-In's growth potential are mere forecasts and were based on management's expectations and estimates regarding the Company's future performance. Although the Company believes that such forecasts are based on reasonable assumptions, the Company does not assure that they will be achieved. The expectations and estimates underlying Log-In's future prospects are highly dependent on market behavior, Brazil's economic and political situation, existing and future state regulations, industry and international markets and, therefore, are subject to change beyond the control of the Company and its management. Log-In is under no obligation to release any updates or revisions to the expectations, estimates and forecasts contained in this report arising from future information or events.